



SUMMARY OF PROPOSED CHANGE



Proposed amendments to Schedule 3 of Part 61 Manual of Standards to support implementation of the Flight Operations Regulations and to ensure it is fit for purpose

Part 61 (Flight Crew Licensing) Manual of Standards 2021

Date	October 2021
Project number	FS 14/25
File ref	D21/409201

Introduction

New CASR Flight Operations Regulations come into effect on 2 December 2021. To harmonise with these changes, amendments are required for the CASR Part 61 Manual of Standards (MOS) Schedule 3 Aeronautical knowledge standards.

Review and amendment of the schedule ensures it remains aligned with CASA flight crew licensing knowledge and examination requirements. It also presents the opportunity for editorial changes and improvements which support the function of the MOS as a competency-based document.

Contents

Introduction	2
Reference material	4
Acronyms	4
Definitions	4
References	4
Purpose and scope of the proposed amendments	6
Previous consultations	7
Impact on industry	8
Safety risk analysis	8
Regulation impact statement	8
Closing date for comment	9

Reference material

Acronyms

The acronyms and abbreviations used in this AC are listed in the table below.

Acronym	Description
AC	advisory circular
CAR	<i>Civil Aviation Regulations 1988</i>
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
MOS	Manual of Standards

Definitions

Terms that have specific meaning within this AC are defined in the table below.

Term	Definition
aeronautical knowledge standard	The standard of knowledge required of a person by each unit of knowledge mentioned in Schedule 3 of the Part 61 MOS is the ability to demonstrate, to the appropriate level, knowledge of the elements, topics and specific content described in each clause of the unit
competency	What a person is required to do 'performance', under the 'conditions' it is to be done, and how well it is to be done 'standards'. A competency encompasses the knowledge, skills and behaviour required for a person to perform a task to as required standard.
unit of competency	A unit of competency in Schedule 2 of the Part 61 MOS usually comprises: (1) the unit description, (2) its elements and performance criteria, (3) the range of variables across which these criteria are to be applied, and (4) the minimum underpinning knowledge for (2) and (3).

References

Legislation

Legislation is available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

Document	Title
Civil Aviation Safety Regulations 1998	Part 61 Flight Crew Licensing
Part 61 Manual of Standards Instrument 2014	Schedule 3 Aeronautical knowledge standards

International Civil Aviation Organization documents

International Civil Aviation Organization (ICAO) documents are available for purchase from <http://store1.icao.int/>

Document	Title
Annex 1	Personnel Licensing
Doc 9379	Manual of Procedures for Establishment and Management of a State's Personnel Licensing System
Doc 9868	Training

Advisory material

CASA's advisory circulars are available at <http://www.casa.gov.au/AC>

CASA's Civil Aviation Advisory Publications are available at <http://www.casa.gov.au/CAAP>

Document	Title
CAAP 5.14-2(0)	Flight Instructor Training (Aeroplane)
CAAP 5.59A-1(0)	Competency Based Training and Assessment in the Aviation Environment

Purpose and scope of the proposed amendments

Knowledge, skills and behaviours, together commonly called competencies, and the situations, conditions and tolerances to which they must be demonstrated for the grant of a pilot licence, rating or endorsement, are described in the Part 61 MOS issued under regulation 61.035 of CASR.

Schedule 1 contains the directory of competency and knowledge units contained in Schedules 2 and 3 respectively, which must be demonstrated for each flight crew authorisation.

Schedule 3 Aeronautical knowledge standards contains the knowledge standards to support the practical standards in Schedule 2 Competency standards, and informs pilots, training organisations and course developers of the level of competence to be reached for each knowledge element within each unit. CASA theory examinations for licences, ratings, and endorsements reference CASA legislation in the context of its application for each exam subject and rely on Schedule 3 for their content and the level of knowledge pertinent to the authorisation being sought.

The making of Part 91 and associated flight operations regulations introduces some change to what pilots and operators need to know or do during the application of the privileges of their authorisations, which creates a need to amend the Schedule 3 standards.

In addition, concurrent amendments to Schedule 3 include:

- editorial changes to make units associated with the helicopter category more relevant to that aircraft
- improvements to support underpinning knowledge required for Schedule 2 practical competencies and currently examined for the issue of licences, ratings and endorsements
- action words added to a number of the schedule's unit elements which articulate the level to which the knowledge in the standard must be demonstrated on completion of a course of training, essential for the document to be regarded as an authoritative competency standard
- correction of grammar and formatting errors.

Previous consultations

Following extensive consultation with the aviation community from 2011, the general operating and flight rules package was published for public review as CD 1511OS - Part 91 of CASR and associated MOS for general operating and flight rules in August 2015.

CASA published a further consultation draft of the proposed Part 91 of CASR and the Part 91 MOS for general operating and flight rules on the CASA Consultation Hub in March 2018 with consultation summary completed in August 2018. Feedback on Part 91 of CASR from previous consultations in 2011 and 2015 was considered and incorporated into the 2018 consultation drafts.

A Flight Operations Regulations Implementation Technical Working Group (TWG) was established by the Aviation Safety Advisory Panel (ASAP) in June 2021 which has provided current, relevant technical expertise, feedback and recommendations to CASA (and ASAP, where relevant) on implementation activities for the benefit of industry.

The proposed changes to Part 61 MOS Schedule 3 come about as part of the implementation of the flight operations regulations suite.

Impact on industry

Benefits of the proposed amendments to Schedule 3 would include:

- harmonisation with the new Part 91 and associated flight operations regulations
- The Aeronautical knowledge content of Schedule 3 will be fit for purpose for developing syllabuses for courses of training, and content for the various FCL exams
- CASA exam question bank will contain, and develop, contemporary and relevant questions appropriate for each subject.

Safety risk analysis

While the Schedule 3 amendment should come into effect with the flight operations regulations, transition will be defined by the rate at which new exam questions are seeded into the flight crew licence exam suite. A phased approach is proposed by the Flight Crew Licensing - Aeronautical Knowledge Exams consultative group over several months.

Regulation impact statement

A Regulation Impact Statement (RIS) is not required because the proposed amendments are machinery in nature and are therefore covered by a standing agreement between CASA and OBPR.

Closing date for comment

CASA will consider all comments received as part of this consultation process and incorporate changes as appropriate. Comments on the draft Part 61 MOS Schedule 3 should be submitted through the online response form by close of business 15 November 2021.